

Q1 wherein the engine control computer, relay block, junction box, and ABS actuator are concentrated in said generally central region of the space defined by the vehicle body, and the locations of the engine control computer, the relay block, the junction box and the ABS actuator are the same when the vehicle is a right-hand drive vehicle as when the vehicle is a left-hand drive vehicle.

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Please add the following new claim:

1.116. 10 ~~9~~ (New) A structure in which a plurality of electrical equipments are arranged in a motor vehicle, comprising:

Q2 an engine control computer, a relay block, a junction box, and an ABS actuator; and a vehicle body with a longitudinal centerline that defines a space including a generally centralized region as viewed in a direction of the width of the vehicle, said region extending symmetrically about the centerline and having a total width of one-half of the vehicle width,

wherein the engine control computer, relay block, junction box, and ABS actuator are concentrated in said generally central region of the space defined by the vehicle body.

REMARKS

Claims 1-9 are now pending in this case with the addition of new claim 9. Claims 1-8 stand rejected under 35 U.S.C. §112, second paragraph as indefinite on the grounds that the term "generally centralized region" is inadequately defined. Claims 1-8 also continue to stand rejected under 35 U.S.C. §103(a), with claims 1 and 6-8 rejected as unpatentable over Haynes' Ford Taurus & Mercury Sable Taurus Repair Manual ("Haynes Taurus Manual") in view of U.S. Patent No. 6,119,060 to Takayama, *et al.* ("Takayama"), and claims 2-5 rejected as unpatentable over Haynes Taurus Manual and Takayama in further view of JP 64030856 (Japan Patent Publication No. 01030,856A) to Toshihiro, *et al.* ("Toshihiro").

The Applicants have carefully reviewed the January 13, 2003 Final Office Action, and respectfully submit the foregoing amendments and following remarks in response thereto. The Applicants have amended claim 1 to further define the central region within the vehicle, both as a function of the location of the brake booster and in the context of right- and left-hand drive variants of the vehicle. The Applicants have further added a new claim 9 which defines the central region with reference to distance from the vehicle's centerline, *i.e.*, without reference to the location of a particular vehicle component.